

# Town of Lovettsville

## Town Council

### Minutes of Reconvened Regular Meeting March 19, 2009

Mayor Elaine Walker called for a motion to reconvene the monthly meeting of the Lovettsville Town Council.

**Motion:** To reconvene the Lovettsville Town Council meeting recessed on February 26, 2009.  
**By:** Council Member Dockum  
**Second:** Council Member Senate  
**Aye:** Council Members Dockum, Jones, Senate, Staley, Zoldos  
**Nay:** None  
**Abstain:** None  
**Absent:** Council Member Coleman

The meeting was reconvened at 8:04 P.M. on Thursday, March 19, 2009.

#### Present at Meeting

- Mayor Elaine Walker
- Council Members Scott Dockum, DiJon Jones, Michael Senate, Shaun Staley, Robert Zoldos
- Town Manager Keith Markel
- Attorney Liz Whiting

#### Absent

- Council Member Charlotte Coleman
- Zoning Administrator Steve McGregor
- Town Clerk Judy L. Kromholz

#### Call to Order/Welcome/Pledge of Allegiance/Invocation

Mayor Walker led the assembled in the Pledge of Allegiance.

#### Comments from the Public

Jeanne Niccolls with the Western Loudoun Fine Arts Studio Tour spoke briefly about the Loudoun County Arts Tour that will take place on June 20-21, 2009. This is the fourth year for the Tour, and approximately 50 artists will participate. Two artists are located within the Town of Lovettsville. She asked for the Town's support in advertising the event through the website, posters, and Town e-mail lists, and requested permission to place a banner on the Town Square. She also requested a matching grant for support of next year's event.

#### Additions/Deletions/Modifications to the Agenda

Councilman Zoldos asked that discussion regarding preparing a letter for presentation to the Loudoun County School Board regarding the possible school locations north of Route 9 be added to the agenda.

#### Action Items

##### A. LVPA 2007 0001 Town Center Focus Area

Manager Markel presented the final changes and additions to the draft text.

**Motion:** To adopt LVPA 2007-0001 Town Center Focus Area Plan Amendment as presented. (Attachment I)  
**By:** Council Member Zoldos  
**Second:** Council Member Jones  
**Aye:** Council Members Dockum, Jones, Senate, Staley, Zoldos  
**Nay:** None  
**Abstain:** None  
**Absent:** Council Member Coleman

##### B. Streetscape Master Plan

Mayor Walker recommended a reordering of priorities. Councilman Senate stated that he has major issues with South Loudoun Street as it was proposed in the report. He stated that the public does not know the truth about what the impact will be on South Loudoun Street. Additional discussion by the Council emphasized that this is conceptual in nature and that each map includes text stating that the map is not to scale and represents only the broad plan.

**Motion:** To approve the plan as presented in the staff report with Town Council edits and any necessary changes by the Town Manager.  
**By:** Council Member Dockum

**Second:** Council Member Senate  
**Aye:** Council Members Dockum, Jones, Senate, Staley, Zoldos  
**Nay:** None  
**Abstain:** None  
**Absent:** Council Member Coleman

**C. School Location Letter**

Councilman Zoldos asked the Town Council to direct Mayor Walker to draft a letter to the LCPS School Board to thank them for expressing support for moving forward on school site locations north of Route 9.

**Motion:** To direct Mayor Walker to draft the indicated correspondence in the name of the Mayor and Council.  
**By:** Council Member Zoldos  
**Second:** Council Member Dockum  
**Aye:** Council Members Dockum, Jones, Senate, Staley, Zoldos  
**Nay:** None  
**Abstain:** None  
**Absent:** Council Member Coleman

**Information Items**

No information items were presented.

**Comments from the Mayor and Town Council**

Councilman Zoldos announced that there will be a Lovettsville Elementary School PTO fund raising event at the school on March 21, 2009.

Mayor Walker offered support to Attorney Elizabeth Whiting on the death of her mother.

**Comments from the Public**

There were no comments from the public at this time.

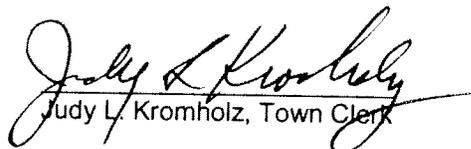
**Adjournment**

There being no further business before the Council, Mayor Walker asked for a motion.

**Motion:** To adjourn the March 19, 2009 reconvened monthly meeting of the Lovettsville Town Council  
**By:** Council Member Jones  
**Second:** Council Member Staley  
**Aye:** Council Members Dockum, Jones, Senate, Staley, Zoldos  
**Nay:** None  
**Abstain:** None  
**Absent:** Council Member Coleman

The meeting was adjourned at 10:14 P.M.

Respectfully submitted,

  
Judy L. Kromholz, Town Clerk

Date Approved: July 23, 2009

Attachment I: LVPA 2007-0001 Town Center Focus Area Plan Amendment  
Attachment II: Streetscape Master Plan

**LVPA 2007-0001 Town Center Focus Area  
Plan Amendment**

**ADD:** To the Town of Lovettsville Town Plan, March 4, 2004, Chapter VII Land Use, a new section in the text following the Town Center section, to read:

**“TOWN CENTER FOCUS AREA**

General Policies

1. Access points to and from major roads should be minimized to help reduce turning movements and promote pedestrian safety.
2. New consolidated access points for land bays should be as far from major intersections as possible and opposite existing streets, if possible.
3. Advance planning with the Virginia Department of Transportation (VDOT) should be undertaken to get a technical understanding of the transportation requirements for development in anticipation of development applications.
4. If development requires rezoning or a conditional use permit a traffic impact analysis should be provided by development applicants to document the fact that traffic can be handled adequately by the transportation network. Development should provide the necessary street improvements to handle traffic impact from specific development projects. In some cases this may mean off-site improvements, depending on the character of the development.
5. Public sewer and water should be planned and available in anticipation of development applications that implement planning and development policies.
6. All structures and sites with documented historic value should be preserved and protected even if the original use is changed to another use.
7. Institutional and community uses, including churches, hospital or health care facilities; public or private schools and government facilities may be appropriate on any site if development does not have an adverse impact on the existing immediate community in terms of building mass, scale, architectural treatment or traffic impact. Each use should be considered on an individual basis.

Land Bays

**Land Bay A**

Objective

The general planning objective for Land Bay A, which is directly opposite the Town Center commercial core on the north side of W. Broad Way, is to mirror the new downtown that has been created by the Town Center commercial core and to provide a satisfactory transition between the Town Center core and existing and planned development beyond Land Bay A.

The following planning and development policies provide guidance for assessing development applications of all kinds:

Land Use

1. Retail, professional office, medical care, personal services, and sit-down restaurant uses.
2. Any automobile related uses, convenience stores, feed store, manufacturing and assembly uses are not appropriate.

## Design

1. Land and access consolidation is strongly encouraged to prevent fragmented development and the proliferation of access points on major thoroughfares.
2. Development should be unified or continuous, not fragmented. A single structure should generally contain multiple businesses.
3. The scale height of development fronting on Berlin Pike and West Broad Way should be similar to that of the Town Center commercial core, generally two stories. Otherwise, it should not exceed 25 feet. The design of buildings should have varied facades reflecting the individual businesses. Buildings should have four-sided architectural treatment so that they are attractive from any view.
4. Freestanding commercial buildings should be minimized to prevent fragmented development and the proliferation of access points on major thoroughfares. Drive-through features are not appropriate.
5. Architecture and site design should reflect the Main Street design concept in which buildings are oriented to the major streets with wide streetscaping treatment. Parking should all be located behind structures. Buildings should have entrances to sidewalks along the streets and to parking lots in the rear.
6. The major orientation of commercial buildings should be facing Berlin Pike and West Broad Way.
7. Buildings should be made of soft materials, such as brick and wood, instead of hard materials, such as metal and concrete.
8. Landscaping and buffering should be provided in excess of Zoning Ordinance requirements along the north boundary of Land Bay A in order to protect the existing residential area along North Berlin Pike. This may include taller evergreen trees and fencing. The exact design of the enhanced buffering should be determined on a case-by-case basis in the rezoning process.
9. The gateway or approach areas for this Land Bay from Berlin Pike and West Broad Way should be given design treatment that helps establish the identity of the new downtown and it should be in character with the scale of the Town.

## Streetscape and Pedestrian Circulation

1. Sidewalks should be provided along West Broad Way and Berlin Pike that are wider than standard five-foot width in order to encourage pedestrian circulation throughout the new downtown, including the Town Center area. Sidewalk design and construction should reflect the design guidelines of the Town's Streetscape Master Plan for East Broad Way and South Loudoun Street to attract pedestrians.
2. Shade trees should be planted in green strips along street curbs every thirty feet on center. Tree species should be those allowed in Section 6 of the Zoning Ordinance.
3. Street lamps should be placed along the curbs of streets at an interval of no more than twenty-five feet. Lamps should not allow upward light spillage.
4. Street furniture, such as benches, should be located within the streetscape treatment to encourage pedestrian use of commercial facilities in the new downtown.
5. Internal public streets in the Land Bay may have only one sidewalk but that sidewalk should have full streetscape treatment.
6. A clearly defined pedestrian circulation system should be provided that connects development within the Land Bay and from the Land Bay to adjacent properties.

## Transportation

1. A connecting public street should be provided through the land bay to bypass the Berlin Pike-W. Broad Way intersection and to help facilitate unified development (See Figure 2, Generalized Access and Circulation. NOTE: All collector streets shown on this figure are meant as conceptual guides. Specific alignments will be

determined in the development process and will depend on the circumstances that exist at that time).

2. Systematic pedestrian circulation should be provided within the Land Bay and to provide sidewalk access to properties adjacent to the Land Bay along Berlin Pike and W. Broad Way.

#### Implementation

1. Development requiring rezoning or a conditional use permit should provide land use and development features, including streets that are detailed in the above land use, design and transportation and general policy sections.
2. Land consolidation is strongly encouraged in order to provide unified development and limited access points from major thoroughfares.

### **Land Bay B**

#### Objective

The general planning objective for Land Bay B is to mirror the new downtown that has been created by the Town Center but also to provide a satisfactory transition between the Town Center core and existing and planned development beyond Land Bay B.

#### Policies

The following planning and development policies provide guidance for assessing development applications of all kinds:

#### Land Use

1. Retail, professional office, medical care, personal services, and sit-down restaurant uses.
2. Convenience stores, feed store, manufacturing and assembly uses are not appropriate.
3. Automobile repair use is appropriate if it does not have frontage on Berlin Pike or East Broad Way.

#### Design

1. Land and access consolidation are strongly encouraged to prevent fragmented development and the proliferation of access points on major thoroughfares.
2. Development should be unified or continuous, not fragmented. A single structure should generally contain multiple businesses.
3. The scale height of development fronting on Berlin Pike and East Broad Way should be similar to that of the Town Center commercial core, generally two stories. For areas adjacent to New Town Meadows building height should not exceed 25 feet.
4. The design of buildings should have varied facades reflecting the individual businesses. Buildings should have four-sided architectural treatment so that they are attractive from any view.
5. Freestanding commercial buildings should be minimized to prevent fragmented development and the proliferation of access points on major thoroughfares. Drive-through features are not appropriate.
6. Architecture and site design should reflect the Main Street design concept in which buildings are oriented to the major streets with wide streetscaping treatment.

- Parking should all be located behind structures. Buildings should have entrances to sidewalks along the streets and to parking lots in the rear.
7. The major orientation of commercial buildings should be facing Berlin Pike, East Broad Way and in some cases, to public streets internal to the Land Bay.
  8. Buildings should be made of soft materials, such as brick and wood, instead of hard materials, such as metal and concrete.
  9. Landscaping and buffering should be provided in excess of Zoning Ordinance requirements along the boundary of Land Bay B that are adjacent to residential development or districts. This landscape treatment may include taller evergreen trees, fencing and a berm, for example. The exact design should be determined on a case-by-case basis in the rezoning and conditional use permit process.
  10. The gateway or approach areas for Land Bay B from North Berlin Pike should be given design treatment that helps establish the identity of the new downtown and it should be in character with the scale of the Town.
  11. Development on the outer edges of Land Bay B adjacent to undeveloped land should provide interparcel access points and pedestrian links to future development.

#### Streetscape and Pedestrian Circulation

1. Sidewalks should be provided along West Broad Way and Berlin Pike that are wider than standard five-foot width in order to encourage pedestrian circulation throughout the new downtown, including the Town Center area. Sidewalk design and construction should reflect the design guidelines of the Town's Streetscape Master Plan for East Broad Way and South Loudoun Street to attract pedestrians.
2. Shade trees should be planted in green strips along street curbs every thirty feet on center. Tree species should be those allowed in Section 6 of the Zoning Ordinance.
3. Street lamps should be placed along the curbs of streets at an interval of no more than twenty-five feet. Lamps should not allow upward light spillage.
4. Street furniture, such as benches, should be located within the streetscape treatment to encourage pedestrian use of commercial facilities in the new downtown.
5. Internal public streets in the Land Bay may have only one sidewalk but that sidewalk should have full streetscape treatment.
6. A clearly defined pedestrian circulation system should be provided that connects development within the Land Bay and from the Land Bay to adjacent properties.

#### Transportation

1. North Church Street should be extended to the northeast edge of Land Bay B to provide for development within Land Bay B and beyond Land Bay B. (See Figure 2, Generalized Access and Circulation. NOTE: All collector streets shown on this figure are meant as conceptual guides. Specific alignments will be determined in the development process and will depend on the circumstances that exist at that time).).
2. Systematic pedestrian circulation should be provided within the Land Bay and to adjacent development.

#### Implementation

1. Development requiring rezoning or a conditional use permit should provide land use and development features, including streets that are detailed in the above land use, design and transportation and general policy sections.

2. Land consolidation is strongly encouraged in order to provide unified development and limited access points from major thoroughfares. This does not apply to automobile repair use.

## **Land Bay C**

### Objective

The general planning objective for Land Bay C is to create a mixture of commercial and residential land uses with a lower intensity than that of the commercial core of the new downtown. The objective is to create a soft transition between the old downtown and the new downtown (the Town Center commercial core).

### Policies

The following planning and development policies provide guidance for assessing development applications of all kinds:

#### Land Use

1. Retail, professional office, medical care, personal services, and sit-down restaurant uses.
2. Any automobile related uses, convenience stores, feed store, manufacturing and assembly uses are not appropriate.
3. Residential development.
4. New office development can be considered if it is designed in a compatible manner with the scale and architecture of existing structures in the East Broad Way corridor and the old downtown.

#### Design

1. Land and access consolidation is strongly encouraged to prevent fragmented development and the proliferation of access points on major thoroughfares.
2. Development should be unified or continuous, not fragmented. A single structure should generally contain multiple businesses.
3. The scale height of development fronting on East Broad Way should be compatible with that of the existing development. Building height should not exceed two stories.
4. The design of buildings should have varied facades reflecting the individual businesses. Buildings should have four-sided architectural treatment so that they are attractive from any view.
5. Freestanding commercial buildings should be minimized to prevent fragmented development and the proliferation of access points on major thoroughfares. Drive-through features are not appropriate.
6. Architecture and site design should reflect the Main Street design concept in which buildings are oriented to the major streets with wide streetscaping treatment. Parking should all be located behind structures. Buildings should have entrances to sidewalks along the streets and to parking lots in the rear.
7. The major orientation of commercial buildings should be toward East Broad Way.
8. Buildings should be made of soft materials, such as brick and wood, instead of hard materials, such as metal and concrete.
9. A mixture of non-residential and residential use contained in the same structure should be encouraged. Residential use on the second level above the ground level retail or office use.

## Streetscape and Pedestrian Circulation

1. Sidewalks should be provided along East Broad Way that are wider than standard five-foot width in order to encourage pedestrian circulation throughout the new downtown, including the Town Center area. Sidewalk design and construction should reflect the design guidelines of the Town's Streetscape Master Plan for East Broad Way and South Loudoun Street to attract pedestrians.
2. Shade trees should be planted in green strips along street curbs every thirty feet on center. Tree species should be those allowed in Section 6 of the Zoning Ordinance.
3. Street lamps should be placed along the curbs of streets at an interval of no more than twenty-five feet. Lamps should not allow upward light spillage.
4. Street furniture, such as benches, should be located within the streetscape treatment to encourage pedestrian use of commercial facilities in the new downtown.

## Transportation

1. Access to the parking area behind the buildings fronting on East Broad Way should not be from East Broad Way. It should be from Land Bay B and North Light Street and from Pennsylvania Avenue. (See Figure 2, Generalized Access and Circulation. NOTE: All collector streets shown on this figure are meant as conceptual guides. Specific alignments will be determined in the development process and will depend on the circumstances that exist at that time).

## Implementation

1. Development requiring rezoning or a conditional use permit should provide land use and development features, including streets that are detailed in the above land use, design and transportation and general policy sections.
2. Land consolidation is strongly encouraged in order to provide unified development and limited access points from major thoroughfares.

## **Land Bay D**

### Objective

The general planning objective for Land Bay D is to mirror the new downtown that has been created by the Town Center and to provide a satisfactory transition between the Town Center core and existing and planned development beyond Land Bay D.

### Policies

The following planning and development policies provide guidance for assessing development applications of all kinds:

#### Land Use

1. Retail, professional office, medical care, personal services, and sit-down restaurant uses.
2. Any automobile related uses, convenience stores, outdoor storage and/or display, feed store, manufacturing and assembly uses are not appropriate.

## Design

1. Land and access consolidation is strongly encouraged to prevent fragmented development and the proliferation of access points on major thoroughfares.
2. Development should be unified or continuous, not fragmented. A single structure should generally contain multiple businesses.
3. The scale height of development fronting on Berlin Pike and East Broad Way should be similar to that of the Town Center commercial core, which is generally two stories.
4. The design of buildings should have varied facades reflecting the individual businesses. Buildings should have four-sided architectural treatment so that they are attractive from any view.
5. Freestanding commercial buildings should be minimized to prevent fragmented development and the proliferation of access points on major thoroughfares. Drive-through features are not appropriate.
6. Architecture and site design should reflect the Main Street design concept in which buildings are oriented to the major streets with wide streetscaping treatment. Parking should all be located behind structures. Buildings should have entrances to sidewalks along the streets and to parking lots in the rear.
7. The major orientation of commercial buildings should be facing Berlin Pike, East Broad Way.
8. Buildings should be made of soft materials, such as brick and wood, instead of hard materials, such as metal and concrete.
9. The gateway or approach areas for this Land Bay from Berlin Pike should be given design treatment that helps establish the identity of the new downtown and it should be in character with the scale of the Town.

## Streetscape and Pedestrian Circulation

1. Sidewalks should be provided along W. Broad Way and Berlin Pike that are wider than standard five-foot width in order to encourage pedestrian circulation throughout the new downtown, including the Town Center area. Sidewalk design and construction should reflect the design guidelines of the Town's Streetscape Master Plan for East Broad Way and South Loudoun Street to attract pedestrians.
2. Shade trees should be planted in green strips along street curbs every thirty feet on center. Tree species should be those allowed in Section 6 of the Zoning Ordinance.
3. Street lamps should be placed along the curbs of streets at an interval of no more than twenty-five feet. Lamps should not allow upward light spillage.
4. Street furniture, such as benches, should be located within the streetscape treatment to encourage pedestrian use of commercial facilities in the new downtown.

## Transportation

1. Access should only be provided via Church Street to prevent turning movements along the Town Square frontage. (See Figure 2, Generalized Access and Circulation. NOTE: All collector streets shown on this figure are meant as conceptual guides. Specific alignments will be determined in the development process and will depend on the circumstances that exist at that time).

## Implementation

1. Development requiring rezoning or a conditional use permit should provide land use and development features, including streets that are detailed in the above land use, design and transportation and general policy sections.

2. Land consolidation is strongly encouraged in order to provide unified development and limited access points from major thoroughfares

## **Land Bay E**

### Objective

The general planning objective for Land Bay E is to create an optional, alternative use to the existing residential use in case of redevelopment. Development should provide a transition from the Town Center commercial core to residential development beyond the Land Bay.

### Policies

The following planning and development policies provide guidance for assessing development applications of all kinds:

#### Land Use

1. The existing residential use with older single-family detached dwellings helps preserve the small town character of the Town and should be maintained to the greatest extent possible.
2. As an option, if landowners choose to redevelop, residential use can be considered with a density up to four (4) dwelling units per acre (4,500-5,500 sq. ft. lots). This can only be considered if complete land consolidation is provided and a single access point is provided on Church Street. The higher density under this option would provide an incentive to consolidate the land and provide a single entrance point that removes access directly to Berlin Pike. Residential use at a slightly higher density than that of existing development would also provide a transition from the adjacent residential area to the Town Center on the opposite side of Berlin Pike. Redevelopment should make every effort to incorporate some of the existing dwellings with historic value rather than destroy them.

#### Design

1. Duplex dwellings can help provide the design flexibility that allows the implementation of consolidated access.
2. Building fronts should be oriented to Berlin Pike.
3. Architectural treatment should be compatible with existing dwellings having historic value that are incorporated into the land consolidations.
4. Architectural treatment should be provided for all sides of buildings so that they are attractive from all views.
5. Landscaping and buffering should be provided in excess of Zoning Ordinance requirements in order to protect the existing single-family detached residential community on Germanna Drive. This may mean taller evergreen trees and fencing and a yard less wide than required in the Ordinance. The exact design should be determined in the rezoning process.

#### Streetscape and Pedestrian Circulation

1. Sidewalks should be located along the frontage of Berlin Pike to allow pedestrian access to and from the residential area on Germanna Drive. Shade trees should be located along the curb in a green strip every thirty feet on center.

## Transportation

1. Under a redevelopment option access should only be to Church Street. (See Figure 2, Generalized Access and Circulation. NOTE: All collector streets shown on this figure are meant as conceptual guides. Specific alignments will be determined in the development process and will depend on the circumstances that exist at that time).

## Implementation

1. The entire land bay has to be consolidated in order to consider a redevelopment option for higher residential development.
2. A new residential zoning district needs to be created to allow duplex single-family dwelling units.

## Land Bay F

### Objective

The general planning objective for Land Bay F is to create a commercial and public use transition between the Town Center commercial core and the adjacent residential area in the old downtown.

### Policies

The following planning and development policies provide guidance for assessing development applications of all kinds:

#### Land Use

1. Residential structures with historic value should be used for commercial enterprises to the greatest extent possible.
2. Professional office, commercial retail, personal services, medical and sit-down restaurants.
3. Institutional uses may be considered singly or in combination with commercial uses.
4. Any automobile related uses, convenience stores, outdoor storage and/or display, feed store, manufacturing and assembly uses are not appropriate.

#### Design

1. The design of buildings with multiple businesses should have varied facades reflecting the individual businesses. Buildings should have four-sided architectural treatment so that they are attractive from any view.
2. Architecture and site design should reflect the Main Street design concept in which buildings are oriented to the major streets and parking should all be located behind structures. Buildings should have entrances to sidewalks along the streets and to parking lots in the rear.
3. Building height should not exceed two stories.
4. Buildings should be made of soft materials, such as brick and wood, to create a human scale and an inviting feeling.

#### Streetscape and Pedestrian Circulation

1. Sidewalks should be provided along Church Street and Pennsylvania Avenue. The design and construction of sidewalks should reflect the guidelines of the Town's

Streetscape Master Plan for East Broad Way and South Loudoun Street to attract pedestrians.

2. Shade trees should be planted in green strips along street curbs every thirty feet on center. Tree species should be those allowed in Section 6 of the Zoning Ordinance.
3. Street lamps should be placed along the curbs of streets at an interval of no more than twenty-five feet. Lamps should not allow upward light spillage.

#### Transportation

1. Access should be consolidated and oriented to Pennsylvania Avenue. (See Figure 2, Generalized Access and Circulation. NOTE: All collector streets shown on this figure are meant as conceptual guides. Specific alignments will be determined in the development process and will depend on the circumstances that exist at that time).

#### Implementation

1. Development requiring rezoning or a conditional use permit should provide land use and development features, including streets that are detailed in the above land use, design and transportation and general policy sections.
2. Land consolidation is strongly encouraged in order to provide unified development and limited access points from major thoroughfares.
3. Land should be consolidated and development designed in a manner so that existing structures with historic value are not destroyed.

**MODIFY:** **The Town of Lovettsville Town Plan, March 4, 2004**, Page 51, Chapter VII Land Use under the Employment section, to read:

“Existing industrially-zoned property lying east of New Town Meadows is designated for employment uses. Unlike the traditional downtown character planned in the Town Center Core and the old downtown, however, development on this land should be designed in a campus-like manner, with pedestrian oriented buildings and park-like amenities clustered in the interior and a greenbelt open space around the perimeter.”

**ADD:** The Town of Lovettsville Town Plan, March 4, 2004, Map VII-3 Land Use Policy, page 57, a note that reads:

“The Land Use Policy map provides generalized land use guidelines. There may be policies in the Comprehensive Plan text that provide more specific land use, design, transportation, streetscaping and implementation policies that will be used in the development evaluation and approval process.”

**NOTE:** Figure 1, Focus Area Land Bay Map, and Figure 2, Focus Area Generalized Access and Circulation Map, should be incorporated into the proposed Plan text for the Town Center Focus Area in Chapter VII Land Use in the Town Plan.

**ATTACHMENTS:**

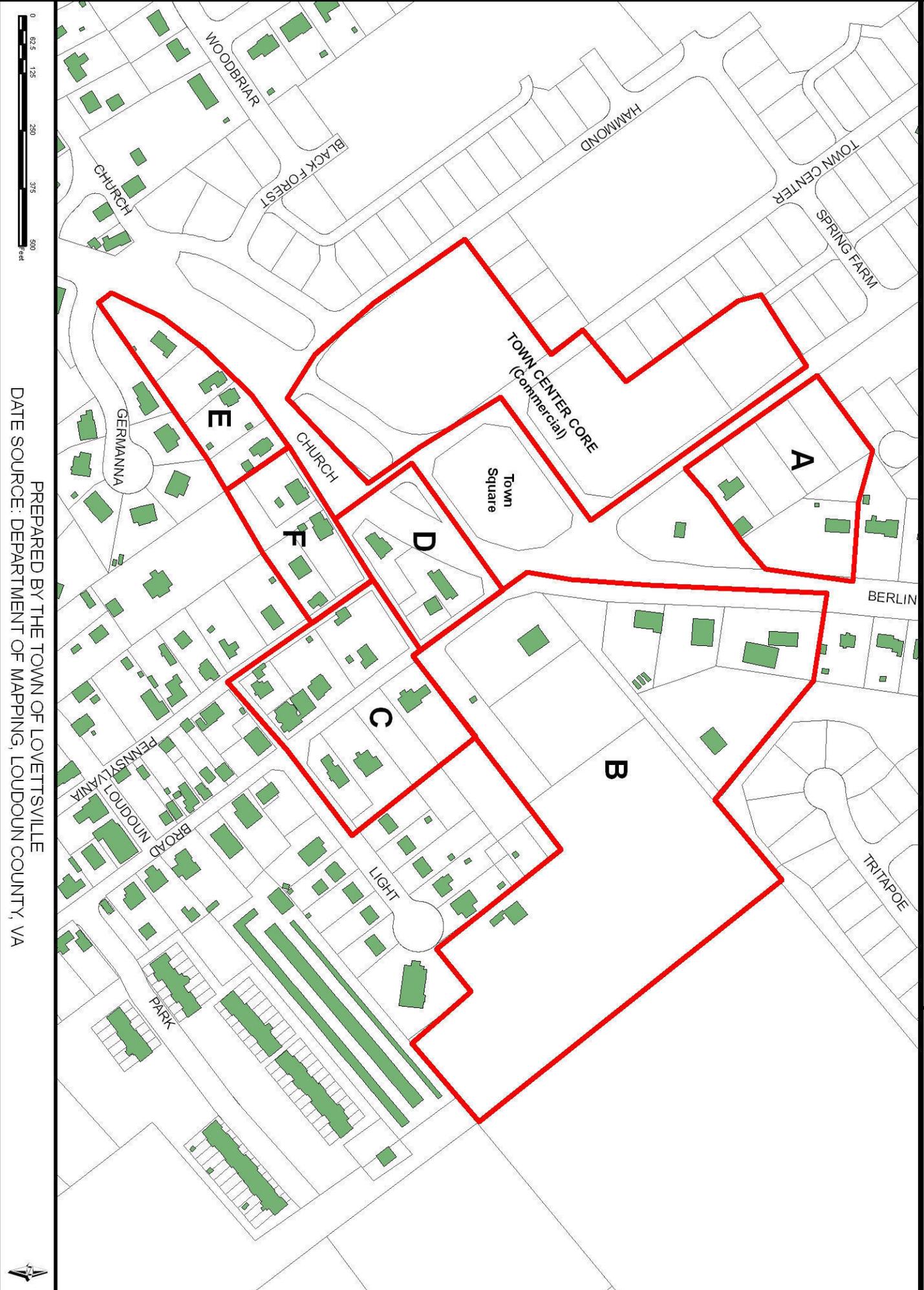
- 1) Figure 1. Focus Area Land Bays
- 2) Figure 2. Focus Area Generalized Access and Circulation

**Figure 1**  
**Land Bays**

**Town Center**  
**Focus Area**

**Legend**  
Buildings  
Parcels

ITEM : LVPA 2007-0001  
March 19, 2009



PREPARED BY THE TOWN OF LOVETTSVILLE  
DATE SOURCE : DEPARTMENT OF MAPPING, LOUDOUN COUNTY, VA

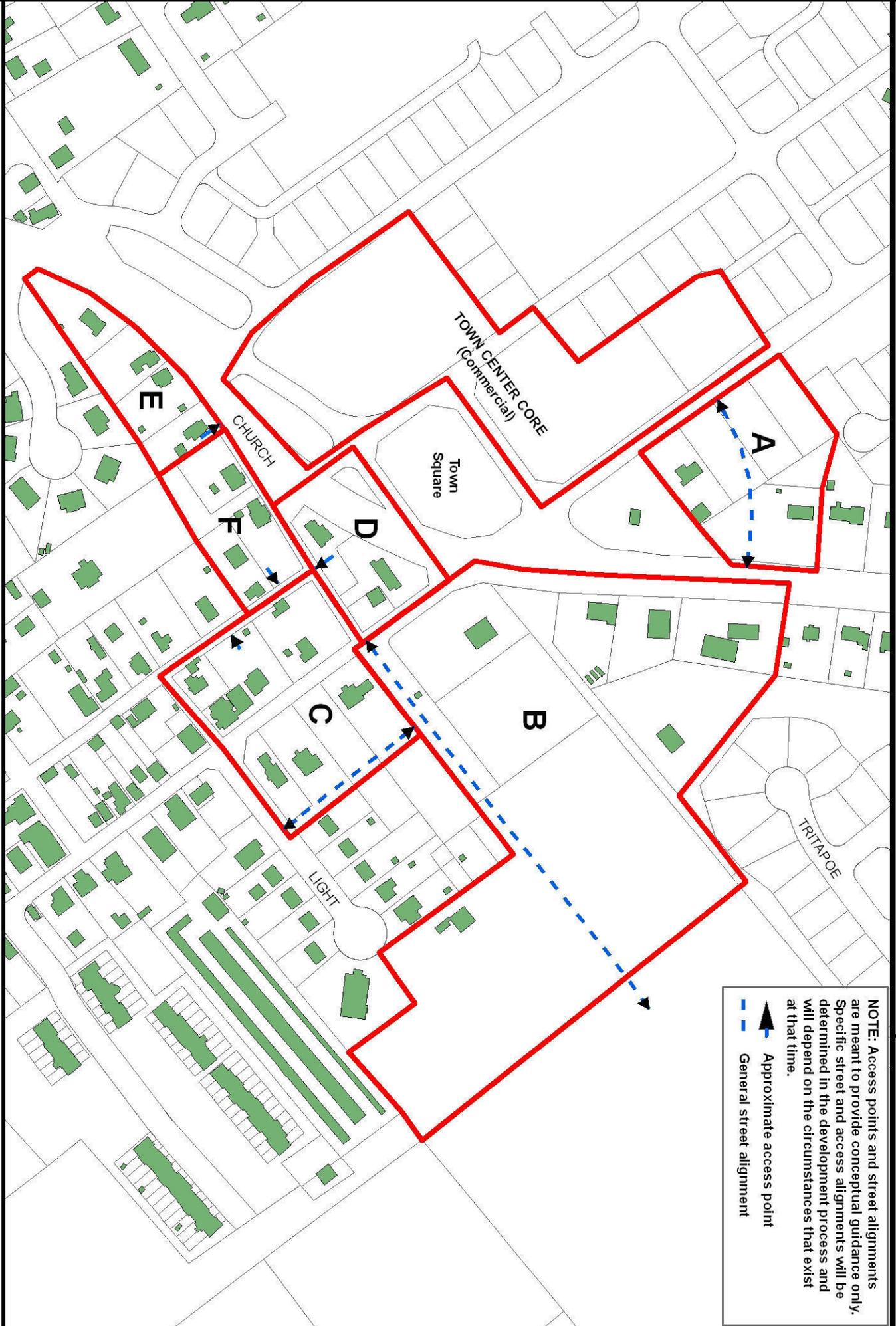
**Figure 2**  
**Generalized Access and Circulation**

**Town Center**  
**Focus Area**

▲ Access Point  
 - - - Circulation

**Legend**  
 ■ Buildings  
 □ Parcels

ITEM : LVPA 2007-0001  
 March 19, 2009



**NOTE:** Access points and street alignments are meant to provide conceptual guidance only. Specific street and access alignments will be determined in the development process and will depend on the circumstances that exist at that time.

▲ Approximate access point  
 - - - General street alignment



PREPARED BY THE TOWN OF LOVETTSVILLE  
 DATE SOURCE : DEPARTMENT OF MAPPING, LOUDOUN COUNTY, VA



# Town of Lovettsville

## Resolution No. 2009-03-01: ENDORSE STREETScape MASTER PLAN

**MOTION:** Dockum

**SECOND:** Senate

**WHEREAS**, Virginia Code section 15.2-2223 et seq. require that a comprehensive plan providing recommendations for the orderly development of the Town be prepared and adopted and regularly reviewed and updated; and

**WHEREAS**, the adopted Town Plan addresses the need to work with VDOT to design drainage and sidewalk improvements for East Broad Way and notes that special measures may be required in upgrading existing roads in older communities; and

**WHEREAS**, Virginia Code section 15.2-2232 requires that the plan govern the general location or approximate location, character, and extent of uses of a public nature; and

**WHEREAS**, the Town contracted with the Timmons Group to develop conceptual designs for a streetscape master plan with input from members of the public, the Town Council and the Planning Commission in order to implement the vision of the Plan; and

**WHEREAS**, funding from the Loudoun County Community Development Block Grant has been secured to complete final engineering for sidewalk on the north side of East Broad Way from Park Place to the Community Center; and

**WHEREAS**, the Planning Commission recommends that the Town Council endorse the Streetscape Master Plan to guide the final engineering and design for the East Broad Way sidewalk project.

**NOW, THEREFORE, BE IT RESOLVED** that the Lovettsville Town Council hereby endorses the report and drawings for East Broad Way and South Loudoun Street prepared by Timmons Group dated October 2008 and revised November 26, 2008, to guide the design and final engineering of the East Broad Way CDBG project.

**VOTE:**

**Ayes:** Dockum, Jones, Senate, Staley, Zoldos

**Nays:** None

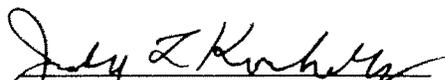
**Abstentions:** None

**Absent for vote:** Coleman

ADOPTED March 19, 2009

  
Elaine Walker, Mayor

CERTIFIED:

  
Judy L. Kromholz, Town Clerk

*The German Settlement*